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Cover photo: Do-It-Yourself still life by Michael Madrid.

Above: Porsche Owners Group's Ruben Rodriguez snapped this photo of the sunset over the mountains near the La Grange Winery near Haymarket, Va. Rodriguez organized the drive and dine involving eight Porsche 356s.



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# der Vorgänger

The monthly magazine of the Founders' Region, Potomac, Porsche Club of America.

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Letters to the editor are welcome but should be brief and may be edited for length. Please note if the letter or e-mail is submitted as a letter to the editor; please include a contact phone number for verification.

To subscribe: You must join the Porsche Club of America. Details at [www.pca.org](http://www.pca.org)

## Editor's column

### Miscellaneous ramblings

My friend and fellow Potomac member **Marvin Jennings** says that *dV* needs more do-it-yourself (DIY) articles, which apparently are what floats his boat. Well, Marvin, here you are: Most of this issue — thanks to a bevy of contributors — is devoted to DIY.

**John Magistro**, in addition to his Potomac duties as membership chair, apparently has as one of his hobbies the dismantling of Boxsters. He contributes his own personal DIY experience on pages 10–11 of how to remove the engine from one. You might note from his photos that in this particular Boxster, he's also removed just about everything else!

**Chris Mazzanti**, the prime mover and shaker behind the popular and local Porsche forum, [dorkiphus.net](http://dorkiphus.net), uncovered some interesting facts about anti-seize compounds and shares those findings with us on page 12. His article is an eye-opener for those of us who thought all anti-seize were the same. Mazzanti was featured in the January 2009 issue of *der Vorgänger*.

**Scott Burnett**, currently a member of First Settlers Region but soon, he says, to move his membership to Potomac, is a professional painter, who demonstrates how to repaint a Porsche properly on pages 16–25. This ain't no 10-foot repaint; his is serious and perfectionist work.

You'll find more DIY features in future issues of *dV*, but this should whet your appetite through the cold winter months.

Membership chair **John Magistro** passes along this fine tidbit about availability of official Porsche parts catalogs by model, available free at:

<http://www.porsche.com/usa/accessoriesandservices/porscheservice/originalparts/originalpartscatalogue/>

A tip of the hat to over-the-transom contributors such as **David Derr**, who on pages 14–15, shares with us his motivation and history behind his current ride: a gorgeous early RS clone.

**Correction:** The photo on the bottom of Page 31 in the December issue of *der Vorgänger* was incorrectly accredited. The photo of the motley crew was taken by Potomac's **Marvin Jennings**.

—Richard Curtis  
[dveditor@pcapotomac.org](mailto:dveditor@pcapotomac.org)

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## Goodbye 2011, hello 2012

Welcome to PCA, The Founders' Region, Potomac for the 2012 season. Before I get into the club's plans for 2012, I do want to reflect a bit on 2011. PCA Potomac had a really great year in 2011. Not only did we become the largest PCA Region in the U.S., the club offered over 100 events for fellow Porsche enthusiasts. The key to making 2011 so successful were the club's volunteers.

These were the people who organized these events and/or facilitated making them happen. Just think about it: If you joined us for one of our rallies, it was the volunteers who thought through the rally's theme and also laid out the route. Same thing with autocross; lots of planning goes into designing an autocross course, and then it was up to the volunteers to set out all those cones.

I would wager that during 2011, close to 200 volunteers helped in one way or another to make Potomac's 2011 the success it was. To them, a BIG THANK YOU.

On a personal note, I would like to thank Jody LaGioia for her contributions as the club's vice president during 2011. She helped the club (and particularly me) a lot. I also would like to thank the other club officers for their contributions as well as their advice and counsel to me during 2011. This includes Past President Tuffy von Briesen, Treasurer Evan Close and Secretary Gary Brindle. Thanks to the support of the club's membership, Tuffy, Evan, Gary and I will remain in our respective positions for 2012. Former Drive 'n Dine Chair John Eberhardt will round out the club's officers as the 2012 vice president and president-elect for 2013. I personally am looking forward to working with John, and I think that he will serve the club well.

While many of our coveted cars are in hibernation for the winter, it will be spring sooner than you think. PCA Potomac already has over 90 events on the 2012 calendar to join your fellow Porsche owners and get your Porsche the exercise it needs.

As always, there are the three monthly Saturday breakfast meetings. If you check the schedule on Page 8 (or at [www.pcapotomac.org](http://www.pcapotomac.org)), you can see that we already have nailed down all the dates for Drivers Education, autocross, rally, concours and Drive 'n Dine as well as open board meetings, etc. So there is no reason that you cannot find something to do to share your Porsche experience with other Porsche owners. If you never have come to a Potomac event I would encourage you to come to at least one. If you do, I am confident you will come to a second event. Not only are the cars great to admire and drive, I have found the people who own them are interesting and fun. We all share a common bond—the appreciation of what a Porsche represents.

One final comment about 2011. As you may know, for the past several years Potomac has adopted the Carol Jean Cancer Foundation as its targeted charity. This foundation organizes and operates Camp Friendship every summer for children with cancer. They and their siblings get to spend a week together at camp. It is a wonderful experience for these children, and I am pleased to report that during 2011 we collected \$8,375 for the foundation. Thank you Potomac members. As they say, it is not the cars, it is the people.

As always, I welcome your suggestions and comments. Please feel free to contact me at [president@pcapotomac.org](mailto:president@pcapotomac.org).



Dick Seltzer



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# Potomac's 2012 calendar

The information below is accurate as of date of publication. However, circumstances may change through the year. You're advised to check Potomac's website — [www.pcapotomac.org](http://www.pcapotomac.org) > Calendar > Potomac Calendar and/or [www.pcapotomac.org](http://www.pcapotomac.org) > Programs for the most up-to-date information. This calendar in *der Vorgänger* will be updated each month through 2012. Details on the monthly brunches and event contacts are listed at right.

## February:

4: Centreville, Va. brunch.  
11: Arlington, Va. breakfast.  
11: Full board meeting; location TBA.  
11: New 911 premier. Porsche of Tysons. Details TBA.  
18: Glen Echo, Md. brunch.  
TBD: Expanded DE dinner. Watch [pcapotomac.org](http://pcapotomac.org) for details.  
TBD: New members meeting.

## March:

3: Centreville, Va. brunch..  
3: DE instructor training. Location TBA. \*\*  
10: Arlington, Va. breakfast.  
10: Open board meeting TBA.  
16–18: Zone 2 DE @ VIR.  
17: Glen Echo, Md. brunch.  
24: DE tech for Summit Point. Location TBA.  
30–April 1: DE @ Summit Point.

## April:

March 30–April 1: DE @ Summit Point.  
7: Centreville, Va. brunch.  
7: Drive 'n Dine. Details TBA.  
14: Arlington, Va. breakfast.  
14: High Performance Driving Clinic @ Summit Point.  
21: Glen Echo, Md. brunch.  
21: DE Tech for Mid-Ohio.  
21: Hershey flea market.

22: Rally #1 w/Corvette Club.  
28: Autocross school.

## May:

6: Centreville, Va. brunch.  
4–6: DE @ Mid-Ohio..  
6: Deutsch Marque concours.  
12: Arlington, Va. breakfast.  
12: Rally No. 2. Details TBA.  
19: DE tech for Shenadoah.  
19: Glen Echo, Md. brunch.  
19: Polo and Ponies. Details TBA.  
20: Drive 'n Dine tour winding up at the Stoneman Gourmet.

## June:

2: Centreville, Va. brunch.  
2–3: DE Shenadoah Circuit, Summit Point, WVa.  
9: Arlington, Va. breakfast.  
9: DE Tech for Watkins Glen.  
15–17: Fallingwater Drive 'n Dine to Fallingwater. Details TBA.  
16: Glen Echo, Md. brunch.  
22–24: DE @ Watkins Glen, N.Y.  
30: Open board meeting.  
TBD: Autocross. Details TBA.

## July:

4: Drive 'n Dine. Details TBA.  
7: Centreville, Va. brunch.  
7: Rally No. 3. Details TBA.  
8–14: PCA Parade, Salt Lake City.  
14: Arlington, Va. breakfast.  
14: DE Tech for Summit Point.  
14: Porsches and Polo.

22–24: DE at Watkins Glen

## July:

7: Tech.  
13–15: DE at Summit Point.

## August:

4: Tech.  
10–12: DE, PorscheFest, at Summit Point.  
18: Tech.

31–Sept. 2: DE at VIR.

## September:

22: High Performance Driving Clinic at Summit Point's Jefferson circuit.  
28–30: PCA Club Race and Advanced DE at Summit Point.

## October:

26–28: Volunteer Day/Driver's Education at Summit Point.

20–22: DE @ Summit Point.  
21: Glen Echo, Md. brunch.  
29: Autocross.  
TBD: Drive 'n Dine.

## August:

4: Centreville, Va. brunch.  
4: DE Tech for PorscheFest.  
10–12: PorscheFest @ Summit Point. DE and autocross  
11: Arlington, Va. breakfast.  
18: Glen Echo, Md. brunch.  
18: DE Tech for VIR.  
25: Autocross.  
25: Drive 'n Dine, drive-in movie.  
31–Sept. 2: DE @ VIR.

## September:

Aug. 31–Sept. 2: DE @ VIR.  
1: Centreville, Va. brunch.  
1: Gathering of the Faithful, Reston (Va.) Town Centre. 10 a.m.–2 p.m.  
8: Arlington, Va. breakfast.  
8: Open board meeting.  
8 or 15: Drive 'n Dine to Charlottesville, Va.  
15: Glen Echo, Md. brunch.  
15: Porsches and Polo.  
16: Autocross.  
22: HPDC @ Summit Point.  
28–30: PCA Club Race @ Summit Point with Advanced DE.  
29: Octoberfest Drive 'n Dine to Lovettsville, Va. with concurrent Rally No. 4 and car show.

## October:

6: Centreville, Va. brunch.  
7: Autocross, Potomac swap meet (tentative).  
13: Arlington, Va. breakfast.  
20: Glen Echo, Md. brunch.  
20: DE Tech for Summit Point.  
26–28: DE @ Summit Point to include Volunteer Appreciation Day.  
21 or 27: Drive 'n Dine Fall Foliage.

## November:

3: Centreville, Va. brunch.  
10: Arlington, Va. breakfast.  
10: Autocross.  
17: Glen Echo, Md. brunch.

## December:

1: Centreville, Va. brunch.  
1: Drive 'n Dine to Antietam, Md.  
1: 2013 planning meeting  
8: Arlington, Va. breakfast.  
8: Open board meeting and general membership and elections.  
8: Holiday party in Bethesda, Md.  
15: Glen Echo, Md. brunch.

## Potomac monthly brunch locations

**Potomac breakfasts and/or brunches** are an excellent way to (a) have a meal; and (b) make new Porsche friends or renew friendships with old friends. These meetings are low-key, no agenda and often are followed by impromptu drives through the countryside.

**Virginia: first Saturday of each month,** City Grille, 10701 Balls Ford Road, Manassas, Va. 20109.

**Virginia: second Saturday of each month,** 9–11 a.m. Thirsty Bernie Sports Bar & Grill, 2163 N. Glebe Road, Arlington, Va. 22207. Plenty of parking, diverse menu.

**The Maryland breakfast is the third Saturday each month** from 11 a.m. to 1 p.m. at the Irish Inn, 6119 Tulane Ave., Glen Echo, Md.

For more information, contact John Magistro at [member-ship@pcapotomac.org](mailto:member-ship@pcapotomac.org)

## 2012 DE events

### March

24: Tech.  
30–April 1: Instructor Day/Instructor Candidate School and Driver's Education. Summit Point (WVa.) Motorsports Park.

### April

14: High Performance Driving Clinic; Summit Point's Jefferson circuit  
21: Tech.

### May

4–6: DE at Mid Ohio  
19: Tech.

### June

2–3: DE at Summit Point's Shenandoah circuit.  
8: Tech.

## Program chairs

**Autocross:** Tony Pagonis, [autocross@pcapotomac.org](mailto:autocross@pcapotomac.org)  
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**Rally:** Linda or Craig Davidson, [rally@pcapotomac.org](mailto:rally@pcapotomac.org)



# New Potomac members & anniversaries

## January 2012 anniversaries

**55 years**  
John F. Grady &  
Karen G. Joslin

**35 years**  
Robert E. Baldwin &  
Sylvia L. Dunn  
Robert A. Lyons &  
Gale Lyons

**30 years**  
Leroy Hall & Addie Hall

**25 years**  
Charles Bush &  
Susan Bush

**20 years**  
David M. Hagopian &  
Mary Hagopian

**15 years**  
Richard B. Fohl &  
John C. Fohl  
Alan H. Herod &  
Chris Herod  
Steven Ornstein &  
Connie Ornstein  
Michael B. Saldi &  
Michael J. Saldi

**10 years**  
Charles Clark &

Elizabeth Clark  
Paul Hamilton &  
Charlotte Hamilton  
David E. Steele &  
Sean A. Steele

**5 years**  
Robert C. Kight &  
Barbara Kight  
W. Donald Kowalski &  
Denise Kowalski  
Joseph J. Lagioia &  
Jody Lagioia  
Thomas Mockel &  
Phranee Mockel  
Stephen M. Myers  
Kendrick A. Partain &  
Andrew Vozzolo  
Don Rainey &  
Bridget Rainey  
Robin D. Roberts  
John F. Stotzer &  
Edith-Jane Stotzer  
Larry Stroup  
Mark A. Tromblay &  
Rebecca Tromblay  
Philip W. Zitzelman &  
Connie Zitzelman

**New members  
December 2011**  
Rex G. Ahlstrom  
Robbie Baylis &  
Rachel J. Baylis

Jeff Blum  
John R. Bowden  
Gary G. Burdette &  
Christina Burdette  
Marc B. Danziger  
Dennis K. Fallen  
Sameer Gore  
Doug Hatch  
Todd M. Levine  
Paul Marsala &  
Matthew Marsala  
Renard Paulin  
& Shannon Paulin  
Steven A. Price  
& Chad Price  
Al Shaffer  
Patrick J. Tansey &  
Thomas Tansey

## February 2012 anniversaries

**45 years**  
Carl R. Merrill &  
Alice S. Merrill

**35 years**  
Ellen Burchill &  
Katie Burchill

**25 years**  
Carl-Henrik Andersson  
& Ulla-Britt  
Andersson  
Ronald C. Cannizzaro  
& Anne Cannizzaro

Jon W. Kaufmann &  
Jon MarieKaufmann

**15 years**  
Al Bolden &  
Patty L. Bolden  
John A. Feeley &  
John G. Luke  
Roland L. Frenck &  
Alice Frenck  
Amelia Neam &  
Larry Litteral  
Len Shoemaker &  
Stefan Shoemaker  
James Whetstone &  
Rosemary  
Whetstone

**10 years**  
Pamela S. Abbott &  
Colby Abbott  
Paul J. Gnatt &  
Leslie Gnatt  
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Raquel Garces  
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Russell J. Koste &  
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# DIY

How things  
are done



## How to remove a Boxster engine

Above: To remove the Boxster's engine, you must elevate the car high enough to slide the engine out from underneath. Use jackstands for safety.

Photos and story by John Magistro  
for *der Vorgänger*

These pictures show removing the engine of a 1998 Boxster without a lift.

Before beginning, I already had removed the rear bumper and the exhaust. I also had removed the coolant lines, brake and a/c lines, shifter cable, disconnected the

wiring harness, etc.

You must remove the engine intake also.

The Bentley manual (*Porsche Boxster Service Manual: 1997–2004*) does a great job describing how to remove the engine.

- Drain all the fluids except oil (optional).
- I loaded the front trunk with eight rotors and shocks to add weight to cause the front end to sit lower once it

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# DIY

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Center and left: Get the car jacked up high enough so the engine will clear the rear of the body, the rear bumper also must be removed.



was jacked up.

- I then jacked up the rear high enough to get the dolly under the engine/transmission.
- I lowered the car until the engine rested on the dolly.
- Support the car with jack stands at the rear lift points.
- At this point I unbolted the four engine mount bolts and the four transmission mounting bolts to free the engine and transmission.
- Next I jacked the car up as high as possible and again supported it with jack stands and just slid the engine out the back.

This entire process from start to finish took about two hours. Having a lift would make the procedure much easier and faster.

I operate a used parts website called [www.used-boxsterparts.com](http://www.used-boxsterparts.com). This is more of a hobby at this point, but I have stripped four Boxsters completely, two with the help of Joe Bordlemay.



Above: the engine removed. Note that the engine rests on one dolly while the transmission rests on a second dolly.

Above: Side views showing how high the body has to be jacked up.

# Anti-seize compounds explained

By Chris Mazzanti  
for *der Vorgänger*

Something I researched and thought I'd share. I used to just buy a tube of anti-seize and randomly use it whenever I thought of it on any type of bolt. Whatever, it's all the same, right? Not hardly.

While working with Stuttgart Performance Engineering's Matt DeMaria, he told me when bolting the muffler on to use copper anti-seize on the bolts to prevent galling. Don't use stainless bolts, just carbon steel bolts with copper anti-seize. First off, I didn't have copper anti-seize, so I bought some on the way home. Second, I didn't know what the difference was. Thanks to the power of the internet, I do now.

The typical, greyish stuff you buy at auto parts stores is labeled simply "anti-seize." It's almost always made by Permatex and has an aluminum base. If you go to a slightly better auto parts store, they'll have copper anti-seize, and it's labeled as such.

Here are the differences:

**Copper-base anti-seize** (temperature range: 2,200° F) offers good corrosion protection on all kinds of steel, but not stainless steel. Copper on stainless steel creates an inter-crystalline corrosion that can make actual stainless steel parts crack and break. This is why the nuclear

power plants do not allow copper with any material that comes in contact with the stainless steel parts.

**Aluminum as a base material** for anti-seize (temperature range: 1,470° F) is good for use on stainless steel, but cannot be used on carbon steel, due to the fact that when it comes in contact with an electrolyte it becomes an anode, and since this anode is extremely small in volume compared to the large cathode of the steel, the aluminum anti-seize usually deteriorates quickly, leaving no protection at all on the steel surface. Corrosion therefore takes place at a higher rate of speed, as if no anti-seize would have been present.

**Nickel** (temperature range: 2,500° F) has been used extensively in anti-seize materials, because it has good anti-seize properties and corrosion protection for both steel and stainless steel. However, nickel has been for many years on the list of carcinogens (cancer-producing products) and should not be used on materials handled in workshops.

My take is to use the copper whenever you have steel-steel contact like trailing arm mounting bolts, muffler bolts, front crossmember and A-arm bolts. Use the aluminum stuff for steel-to-aluminum contact like steel wheel lugs to aluminum lug nuts and lower rear shock bolt to trailing arm.

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## How to repair crushed oil lines

Photos and story by Dave Riley and Tony Kelly for *der Vorgänger*

Air-cooled 911 models have brass oil lines that run under the passenger-side rocker panels where they are easily crushed by ground contact or when lifting the car without taking care to avoid the oil lines. Crushed lines = overheating, so they need to be fixed. Since replacement lines cost \$600 plus labor, this is a great DIY project that has been perfected by the local Porsche DIY community.

Potomac's Past President Tony Kelly made some simple fittings and demonstrated how to repair even badly crushed lines easily. (See photo 1, above.)

The photo shows a crushed line before and after this repair, and the fitting that Kelly made that has the correct Porsche oil cooler fitting on



2

the left and a Schrader valve on the right. A plumbing fitting will not work and runs the risk of damaging the threads on the oil lines.

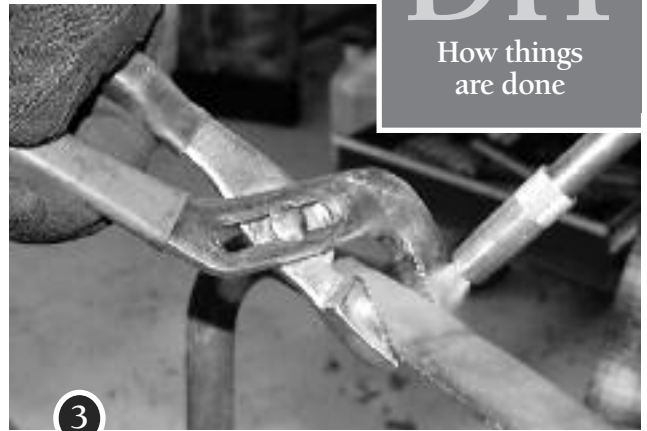
1. Remove the damaged oil line. The biggest challenge is removing the lines from the oil thermostat in the right rear fender space. These lines can be hard to remove, but it's important to take care not to damage the threads on the aluminum thermostat housing. Heating with a MAPP torch can be helpful.

2. Thoroughly clean the lines once they are removed. Drain all the oil you can, then wash them out with several flushes using Simple Green and hot water to remove any residual oil. Dry with compressed air, or simply leave the lines standing vertically overnight to dry.

3. Install the fitting on the end of the oil line, and secure a rubber stopper on the other end with a simple clamp. A good hose clamp and a loop of wire over the stopper works well. (See photo 2, above.)

4. Using compressed air via the Schrader valve fitting, pressurize the line to 60–70 psi and check that the line hold pressure.

5. With the line pressurized, use the MAPP torch to heat the damaged area of the line to cherry red. As it approaches cherry red heat, the line will go from “hard” to “soft” in a twin-



3

### Tools needed:

- A MAPP torch (any decent hardware store has these)
- Compressed air
- Large slip-joint pliers
- Fire extinguisher

ling, so be very careful not to heat beyond dull cherry red.

Putting a hole in a pressurized red-hot OIL line, with an open “blue flame” could very well define bad day. The pressure inside the line takes care of the rest, pushing the line outward to a more rounded

shape. Use a pair of slip-joint pliers to help shape the line. (See photo 3, above.) The slip-joint pliers are used to “round” the line carefully as the line comes back into shape.”

For three lines, the repair took less than two hours. Removing the lines was extra. Some lines could use a bit more work, but for the most part all now will flow 90-100%.

“This process is simple and effective,” says Kelly. “The repair restores over 90% of the line flow rate. Although the lines are not cosmetically perfect, they work as good as new.”

Tim Atkinson has done this repair also, and adds this tip: “I drained and rinsed out the line before I repaired mine. I also ran a quart of oil through the line afterwards in case anything decided to break loose during the heat cycles.”

How much money did we save by repairing these crushed lines? For two lines, you can figure about \$900 minimum in cost avoidance.

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# My journey from water to air, or how I became old school

By David H Derr  
for *der Vorgänger*

With apologies to Charles Darwin, this is a story of my evolution in Porsche ownership. As most of us know, Darwin gave us the theory of evolution that has the first organisms living in the ocean and gradually making their way onto land. The development of these relatively simple life forms in water that eventually became much more complex on land is one of the stories of evolution.

Porsche's evolution is opposite that natural progression: The first cars were air cooled and more recent ones, water cooled. That transition from air to water has allowed higher horsepower, lower emissions and cars of a sophistication that could only be dreamed about in the air-cooled era. Porsche has set their own evolutionary path.

My evolution in Porsche ownership is just opposite of the Porsche factory. I have gone from water to air, just as Darwin suggested is the path to higher intelligence. Many have labeled this progression digital to analog, but I prefer my evolution theory.

My first Porsche was a 944 Turbo, which I would say is one of the best cars ever built. I should never have sold it, which I did to buy a '97 Boxster, the first to be delivered in the Washington, D.C. area to a private owner.

The very first was apparently delivered to a tuner. Great look, but the first edition was woefully underpowered, certainly compared to my Turbo. I sold that car within two years and purchased a '99 C2 and owned it for just over 10 years. Another great car.

My evolutionary story begins with two serendipitous events. I had volunteered to help PCA's Monterey Bay (Calif.) Region park cars at the Laguna Seca race track.

My specific task was to direct parking for upwards of 1,500 911s on Saturday. Somewhat early that morning a '72 RS clone came in, black with red livery, red-centered Fuchs, sitting just right. I was taken with the idea of that car, its simplicity and sense of purpose. That black RS clone got my attention that day.

I will admit to having been bitten by this particular bug a bit earlier. At a previous Laguna Seca event, there was a real RS, white with blue livery looking oh so pristine.

The group of us tasked with the 911 parking had things well under control instructing



**Above: the author's water-cooled 996 that he sold to pursue his dream of an air-cooled RS clone (opposite page).  
Below: RS clone spotted that prompted him to get his own.**



folks where to park so we could maximize the space and make sure everyone had room. Then the R Gruppe guys showed *en masse*.

They did not take direction well deciding to ignore the whole organization thing and park where they pleased. What can you do?

I went over to talk to those guys to find a bunch of hot rod apostates from the traditional Porsche community. They were great fun and truly dedicated to their idea of what a Porsche should be.

Those two events started a relatively long process of introspection on what I wanted from my Porsche. My cars were always water-cooled and, with the exception of the first edition

Boxster, truly spoke to me. They were comfortable, fast and mostly without trouble.

Before I moved from the Washington Metro area, where I was active with the Potomac Region, to San Francisco, I had been involved with the DE program eventually acting as chief steward for Potomac DE events at Summit Point (W.Va.) Motorsports Park and Virginia International Raceway. I was a stand in for Fred Smartt, but that is another story.

During my chief steward days, I got to see lots of cars from start/finish and got to ride in many. I won't go into the detail of the why of that. Some Red and Black group drivers disagreed with my assessment of the driving that took place and wanted me to see for myself, close up and personal, what they were dealing with on the track. I had rides in lots of cars, but the stand out was a black early 911, stripped down to no weight with a driver who knew what he had. What fun!

As I talked with the R Gruppe guys at Laguna and looked at that black RS clone, I made my decision to move from my water-filled ride to an air-cooled old school car.

Like a lot of us, I started with many internet searches, eBay, Pelican Parts, *Excellence*, *911 and Porsche World*, etc.

In my work I travel a bit internationally so picking up the European and Asian 911 magazines got to be an obsession. Clearly a part of this was needing to find just the right person to buy my '99. It had only 63,000 miles, no marks and was well cared for. It also had had four rear-main seals with the last one fixing that particular problem.



Derr's current dream car: An RS clone built from a '69 912 donor car powered by an '86 3.2 liter engine.

One weekend I decided to start my journey although I had not found the car I wanted to buy. I detailed the '99, took it down to an area in Mill Valley, Calif. where I was living and took the photos that I would use to sell it. While that did not work, I found a place in San Francisco that ended up selling it for me and getting the cash I needed. That meant in July 2010 I was without a Porsche for the first time since 1988. Withdrawal.

My search now began in earnest. I found lots of potentials, from total basket cases to rolling chassis to fully sorted cars.

Once you start a journey like this, all sorts of new connections happen. Or I had set foot on the long, slippery slope.

I found a pristine '70 that started life as a 911E and had been converted to full-on RS specs with a 2.7 with all of the trimmings. The owner had sourced all sorts of RS parts and the car was spotless top and bottom. But at \$80k, it seemed over the top.

I found another early car on eBay that had been converted to RSR specs and from the photos had a complete rotisserie restoration, but that one got away. At over \$60k that seemed a bit out of the budget.

I went to Southern California on a business trip and visited Euromasters who take galvanized bodies and convert them to early bumpered cars. In effect, creating a new car from an old one. A great idea for around \$35k, but for some reason, they seemed to lack the soul I was seeking.

Then I saw a Pelican Parts ad for a car that started life as a '69 912 and had been converted to RS style with the flares, front and rear valances and an '86 3.2 liter engine. It was near where I was living in Northern California at a shop in Petaluma, Jay Jarvis Autosports.

Jay and his son John had built this car for a client who owned Alfas. He wanted a car to drive in the California Mille, but ended up deciding his passion lay more with Alfa Romeo. When I saw the car, it was dirty, having just returned from that event. The interior was full of dog fur, not the greatest first impression. Once I drove it, I knew that this was the car for me. It had soul.

An extensive pre-purchase inspection was done. We poked and prodded trying to find the rust and other maladies that might affect a car of this age. With the exception of some rust on the C pillars, it checked out as a great car.

The engine was from an '86 Carrera with around 40,000 miles. We did detect some issues, all solvable. I made my deal with the owner using basically the cash I received for my '99.

Once I bought the car, Jay and his son pulled the transmission, rebuilding where necessary, though for the most part it was fine. They installed a rear sway bar and built cool GT 3-style exhaust outlets, installed turbo tie rods, and Smart Racing mounts. We added a Porsche Motorsports clutch and installed a limited slip.

The car came with 15-inch Fuchs. I decided to change them to 16s with an RSR finish

mounting Toyo tires. Now I had my hot rod Porsche. It is, of course, a matter of taste, but I think my white clone is just cool.

So here is where the story takes a full turn. Although the car's first outing was at the historic week in Carmel, the second outing was to the Rennsport Reunion back at Mazda Raceway Laguna Seca in October where my RS clone addiction had first struck.

On Friday of that event, as I parked my car I saw the black RS clone that, for me, began this journey. The owner was there, so I introduced myself and told him of his inspiration for my new car. After a bit of conversation, we discovered that my car was once owned by his brother-in-law. Go figure, two degrees of separation or less. It was clearly meant to be.

I am now back in Virginia and have found the Porsche guys from Richmond cars and coffee, and am hoping to reconnect with my friends in the Potomac Region.

The car has been a big hit with these guys, and I am looking forward to getting the car to VIR or Summit Point and re-learning how to drive fast, because it is clear to me, that this car requires substantially more attention to drive quickly than my other Porsches. My evolution for the time being is complete.

I did, however, see the new (water-cooled) 991 at the Rennsport Reunion. Hmmm.

Oh, sorry about that higher intelligence crack earlier in this article. I got a little carried away with my metaphors.



# 356 owners go for a drive, enjoy winery, fine weather

Photos by Richard Colella

By Richard Colella  
for *der Vorgänger*

**Above:** The winery is nestled at the foot of Bull Run Mountain.

**Right:** POG members Gerry Dreo, left, with Ruben Rodriguez, who organized the winery event.

Photo below by Ruben Rodriguez

November can be iffy for 356 owners wanting to drive their cars one last time or two before bedding them down for the winter, what with the potential for bad weather, along with the propensity of 356s to, shall we say, produce iron oxide. Consequently, the Porsche 356 Owners Group doesn't include many November events on its calendar. However, one of our members, Ruben Rodriguez, took the lead in organizing an ad-hoc winery visit for POG. The potential downside? Rain, cold and having to



drive your "other" car for an indoor winery visit—not too terrible, to be sure. But there was lots of upside if the weather cooperated.

Eight 356s with 14 drivers and passengers met Nov. 12 at 12:30 at the La Grange Winery, about four miles northwest of Haymarket, Va., on what turned out to be a beautiful, warm November afternoon.

La Grange was hosting a fair that day, so in addition to the wine tasting and snacks, there was a number of arts and crafts vendors on hand, and live music lent to the festive air.

The winery manager was accommodating, allowing







Photo by Ruben Rodriguez  
**Left: Potomac 356 Owners Group members enjoying the ambiance of an autumn day.**



Photo by Richard Colella  
**Above: La Grange is a restored three-and-a-half story red brick manor house built in the 1790s and recently renovated. A new winery building has been constructed on the winery grounds.**

us to pull our cars onto the lawn backing onto the vineyard. The cars also added a pleasant *je ne sais quoi* to the overall atmosphere (but perhaps that's bias showing).

The La Grange manor house was built in the 1790s and is one of those classic brick colonial buildings found throughout Virginia. Under its current owners since 2005, the house has been renovated and a new winery building constructed on the winery grounds. Easily accessible from major roads, the setting is still rural with views of Bull Run Mountain over the fields of cabernet sauvignon grapevines.

While the original plan was to spend a couple of hours

at La Grange then head for Pearmund Cellars, their sister winery just a few miles away, the weather was too nice, the food too good, the wine too relaxing, the setting too spectacular and the company too sparkling to leave. By unanimous consent we continued to relax and enjoy the wonderfully warm November day until the westering sun nudged us, car by car, to crank up our little four-cylinder engines and sidle off into the sunset.

Our thanks to Ruben Rodriguez for organizing this splendid event. More photos of the winery visit and other information about the Potomac 356 Owners Group are available at [www.pog356.org](http://www.pog356.org).



The starting point of a professional paint job: a '77 911 Turbo stripped and ready for bodywork and new silver metallic paint.

# How a pro paints a Porsche

*You've heard stories of \$2,000 paint jobs. This isn't one of them.*



Scott Burnett is owner and operator of Kahiko Customs in Charles City, Va. A member of First Settlers Region he owns or has owned several Porsches. He began his career by building VWs in high school and college, which eventually led to restoring Porsches for a local Richmond shop.

*There are many Do-It-Yourself (DIY) jobs that can be done by amateurs. However, applying a terrific paint finish most likely is not one of them. While an amateur CAN paint a car, such a paint job is most likely only good for a "10-foot finish," meaning it looks good from 10 feet but not any closer. (See der Vorgänger issue, July 2010.)*

*Scott Burnett has been painting cars for 19 years. Scott recently finished repainting a customer's 911 Turbo, took photos and notes throughout the process to lead to this article. This will give you an idea of the expertise necessary plus the work, time and expense involved in a first-rate, professional paint job.*

I recently finished a repaint of a 1977 911 Turbo model 930, and I thought Potomac Porsche owners might like to see what's involved behind a high-end paint job. This was a three-owner car that was garaged most of its life, so it was in good shape to start with and only had

**DIY**  
How things  
are done

two small rust spots that I had to repair. The end result was a WAY over-restored car.

I spent a fair amount of time working out the factory's flaws from the panel-stamping process through the factory assembly process of the car. Normally these spots are never noticed, but I still took the time to smooth them out on a job this se-

rious. The car's owner had already stripped the car to bare metal before bringing it to me, which gave him something to do in his retirement and saved approximately 60 hours of labor on my part.

My first step was to complete the disassembly and finish stripping all of the edges he didn't get. I followed this by sanding the entire body with 80-grit sandpaper on a pneumatic sander. The owner had stripped the car chemically so almost all the paint was removed, but I needed the metal perfectly clean and scratched to aid the grip of the primer coats I would be applying.

Photos and story by Scott Burnett  
for *der Vorgänger*

# DIY

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are done



Left: The customer's partially disassembled 930 awaiting more bodywork and a complete glass-out respray at Burnett's shop in Charles City, Va., east of Richmond.



Left: Before bringing the 930 to Burnett's shop, the owner had partially disassembled the car and had the paint chemically stripped so that most of the paint was removed. Burnett had further work to do to remove the remainder of the paint, which would give a slightly rougher surface to ensure better paint bonding.



Next came a couple coats of etch primer and then primer before the fun starts.

After the primer was applied the car got a guide coat for me to start blocking. A guide coat is a light layer of a contrasting color that when sanded will show up any high or low spots in the bodywork.

Once I had block sanded the panels, I sprayed any bare spots with another shot of etch primer. Low spots were either metal bumped using a hammer and dolly or wiped with a thin coat of body filler. In the case of this car, it had NO big dents, only small dings so at this point it was only body-filler work.

Once the body filler was applied and had set up was hand sanded to a smooth finish. After that, the panels got another coat of primer and a guide coat. This process is repeated two to three times until all of the sanding yielded a perfectly smooth surface.

At this time, I took care of the rust issues

Left: More evidence of the prep work required to prepare the body for paint, including removing things such as door handles and other trim pieces. Some panels, such as doors, are removed from the car's tub and painted separately and then rehung on the tub after it is painted.

# DIY

How things  
are done

Right: Front fenders, bumpers, bumper extensions and other pieces are hung in the paint booth to receive their coats of primer (center photo) and later their finish coats.

## Painting glossary

**Bumping:** A process by which dents are removed from metal by using various bodywork tools to push out the dent.

**Body filler:** Body filler is a two-part compound used to repair small dents, scratches and imperfections.

**Blocking:** Process by which bodywork is manually sanded evenly using sandpaper backed by a block, such as wood, plastic, rubber, etc.

**Grits, sandpaper grits:** Sandpaper used in bodywork comes in a large range of coarsenesses, ranging from very coarse, i.e., 24 grit, up to very fine, 3000 grit

**Etching primer:** Primer that chemically etches into the metal, increasing paint adhesion.

**Primer:** The first coats of paint to help the color coats adhere to the body. Also identifies bodywork imperfections.

**Guide coat:** Light coat of contrasting color paint that helps identify low spots in the bodywork; used while blocking

**Rock guard:** A rubberized coating applied on lower high impact panels such as rocker panels and valances to prevent rock chips from creating rust spots

**Basecoat, clear coat (also referred to as two-stage):** A two-part paint system where the color coat, or basecoat, is covered by a glossy clear coat. Most modern paints are basecoat, clear coat.

**Buffing (also Polishing):** Usually, the last part of the painting process whereby the final finish coat of paint is polished using progressively finer grades of sandpaper, i.e., 1500 or 2000 grit, followed by machine-applied polishing compound.

**Fisheyes:** Imperfections in the final paint color coats caused by, most often, silicone on the surface.

**Wet sandpaper:** Waterproof sandpaper used to remove small amounts. Wetting the sandpaper decreases friction and helps prevent contamination of the paper by the material removed.



Right: The body is rolled into the paint booth after masking to receive its first coats of primer.

# DIY

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are done



**Left:** Driver's side door after bodywork and masking in preparation for primer and paint.



**Center:** The tub in the paint booth after being primed. You can note evidence of the guide coat having been applied. Guide coats are a thin misting of a contrasting color of paint—in this example, black—that help identify high and low spots to be corrected in the body during blocking and sanding before the final coats of color are applied.



**Below:** While the 930 had minimal rust for a car its age, there were some areas such as this one on the driver's side front fender near the fuel filler that required more metalworking.

and small cracks in the lower bumper extensions. The bumper extensions are pieces of lower trim that fill in the spaces at the bottom of the fender flares. When viewed from the side you see the front edge of the bumper, then the rubber bellows, then the "extension." This spot is a typical rust area on 911s that usually goes unseen until the fenders are removed. This is a result of the factory applying too much seam sealant on the inside of the fenders.

Eventually, the seam sealer breaks down inside the top of the fender, which allows water to get between the body and the fender. The problem then becomes that water is trapped inside the wheel wells. The thick undercoating there doesn't allow the water to escape, eventually leading to rust. Even though this had been primarily an indoor car, there was still rust in these spots.

I started fixing the factory imperfections. The photos on the next page show areas where the body had slight ripples, dips, etc. from the factory. The cowl edge of the hood was the worst.

At the same time, I block sanded the entire body again and fixed any other small spots. After this, I sprayed a coat of primer,

# DIY

How things  
are done

**Right top:** Another area of the body that required additional metalworking was at the joint of the passenger side front fender to the tub.



**Right middle and below:** These repairs in the body represent some of the work required to fix areas that were rippled during the manufacturing process at the factory



and then the car sat for a month or more to get the primer completely cured. This curing of the primer prevents any sanding scratches from showing through the finish coats. This is the final primer coat before wet sanding and spraying the color coats.

While the body sat I worked on the lower trim panels to apply rock guard. Rock guard is a thick, rubberized coating the factory applies to keep rocks and road debris from chipping paint and creating a rust spot. Since these panels got a heavy coat of rock guard there was no need to spend a lot of time blocking and straightening. The rock guard is thick and textured so it doesn't reflect like a smooth surface.

If necessary, these panels simply got hammered and dollied straight, a light coat of filler and were only sanded to 180 grit. This sanding helps to provide a good scratch coat to which the rock guard will adhere.

After the rock guard had set up enough to handle—about 30 minutes—I put the pieces in the spray booth and immediately sprayed primer and paint. This establishes a chemical bond between the rock guard and the paint that is a much stronger bond than if the rock guard sets up completely and is then painted weeks later.

Next, I taped off the outsides of the removable panels such as doors, hood, engine lid, etc. I then sanded and painted the in-



# DIY

How things  
are done



Left top: More body pieces that are repaired, if necessary, primed and painted off the car.



Left middle: Passenger's door in the paint booth after primer and masking.



Left bottom: Driver's door in the paint booth after bodywork. Note how the lock and door-opening mechanisms have been removed prior to metal working and painting.

sides of all these panels.

A few days later I taped off, scuffed and hand brushed the black back on the insides of the doors as it was done at the factory.

Once the inside panels set up—I gave this about a week—the outsides of the panels were wet sanded, the insides taped up and the basecoat and clear coats were sprayed.

The process of wet sanding involves a bucket of water, a couple of flexible rubber blocks plus a lot of elbow grease. Using 600-grit sandpaper, the panels were block sanded in the same manner as the initial bodywork, slowly removing the guide coat thus ensuring a completely smooth surface.

Finally, the body got the same treatment of wet sanding, taping and finally base color

# DIY

How things  
are done

**Right:** Any necessary bodywork on the 930's engine cover has been completed and is now sprayed in its final coat of primer. The primer cures for several weeks before the finish coat is applied.

**Middle:** The body shell in the paint booth after it received several coats of the basecoat color (L96D, Silber Metallic) and several coats of clear. After these coats dried thoroughly, the body and panels were wet sanded with 1500 and 2000-grit wet sandpaper and buffed to a shine using a buffing compound and a wool pad, then polished using a polishing paste and a foam pad.

**Below:** One final step before reassembly was painting the trim pieces, such as these window frames. Burnett used a semi-gloss black about the same sheen as the original anodizing.

and clear coats were applied.

The owner wanted the trim painted black, so all the trim was sanded, primed and sprayed with a coat of semi-gloss black that has about the same sheen as the original anodizing.

For the final steps, I gave the body a wet sanding using progressively finer grits of sandpaper beginning with 1500-grit and finishing with 2000-grit. This final coat of paint was followed by a quick buffing and polishing. I mounted and fitted the doors, hood and engine lid and then sent the car back to the owner, who was doing most of the re-assembly himself.

By the end of the project, I had used two quarts of etching primer, two gallons of primer, one gallon of basecoat color and  $\frac{3}{4}$  gallon of clear. Materials alone were close to \$1,500.00.

My spray booth is a cross-flow booth, and I used five SATA spray guns with different tip sizes for different applications.

Although most painters strongly suggest primers, basecoats and clear coats all by the same manufacturer—and I do—it's not absolutely necessary.







These photos represent the almost-finished project; the car awaits only final assembly by the owner, who lives in the Richmond, Va. area. The owner did a lot of the disassembly himself before delivering the car to Scott Burnett.



The entire process for Burnett took approximately 185 hours and involved over \$1,500 in materials.

On this project, the engine remained in the car, although in similar projects the engine would be removed. Panels such as the front fenders, doors, rocker panels, bumper extensions, hood and engine cover are removed and painted separately.



# PCA license plates now offered to Virginia members

for *der Vorgänger*

PCA Potomac member Howard Hill recently finalized arrangements with the District of Columbia to make PCA plates available for our D.C. members.

Based on strong interest shown by many of Potomac's Virginia members for similar plates, the Potomac board has decided to offer

this option to all of our members who reside in the Commonwealth, and Hill has agreed to coordinate this effort.

Displaying these plates is an easy way to promote PCA while just driving around town. It is a great way to stimulate interest in PCA and a nice conversation piece to help spread word about The Founders' Region. PCA plates can

also be requested for tow vehicles and trailers.

Please note that we will need to receive at least 450 prepaid applications from members who reside in the Commonwealth in order to go forward with this project (one completed application for each set of plates to be issued).

There is a one-time application fee of \$10 for each set of plates is-



sued, and there will be a \$10 annual fee following their issuance.

If you would like to be among the first to display these plates, please contact Howard Hill at [howard.hill@pcapotomac.org](mailto:howard.hill@pcapotomac.org).

PCA members who live in Maryland should contact the Chesapeake Region for information about Maryland plates.

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Contact Tony Kelly @ [dVpublisher@pcapotomac.org](mailto:dVpublisher@pcapotomac.org)

# Potomac holds annual meeting

By Richard Curtis  
for *der Vorgänger*

Potomac held its annual general membership meeting on Saturday, Dec. 10 to elect new officers for the 2012 season. Elected were: President Dick Seltzer for a second term; Vice President John Eberhardt; Secretary Gary Brindle and Treasurer Evan Close, both for second terms.

The meeting was held in the new facility for Curry's Auto Service in Alexandria, Va. The spotlessly clean and freshly painted shop was scheduled to open to the public the following Monday.

About 30 members were present for the roughly 90-minute meeting. Several door prizes were contributed by Curry's along with a grand prize of a \$500 gift certificate. It was won by Willard Jones. Curry's also provided coffee and doughnuts along with a catered lunch.

Announcements made at the meeting were:

- The club has contributed \$8,500 to the Carol Jean foundation, the club's named charity.
- The club has \$76,000 in the bank with some track payments for 2012 yet to be made.
- Club membership is at an all-time high; Potomac is now the largest region in PCA.
- The Mid-Ohio DE event will NOT be held on Mother's Day in 2012, unlike in previous years. (See



Potomac's Willard Jones took home the \$500 gift certificate grand prize from the annual meeting.

complete 2012 schedule on page 8.)

- The club sponsored over 100 events in 2011.
- With all advertisers now current, *der Vorgänger* is self sustaining.
- A DE instructors dinner is tentatively scheduled for February 2012.

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# SCCA corner-worker training available for Potomac

By Fred Pfeiffer  
for *der Vorgänger*

Potomac's 21st annual Club Race will be held this Sept. 28-30th at Summit Point (W.Va.) Motorsports Park.

We plan to build on last year's successful event which had more than 100 drivers/cars entered.

We want to remind all Potomac members that volunteering for this event is a great way to get involved in the Club Race program.

PCA volunteers along with our others from SCCA are what make this race so successful. With that in mind we want to announce the

dates fro the Washington D.C. Region Novice School.

This year's school is being held on March 24-25 at Summit Point. Saturday is more training in the classroom, followed by visits to various race specialties in the afternoon.

Sunday is an on-the-job training day where students will use their newfound knowledge actually working a corner. This is an opportunity to learn corner working from some of the best in the business as well give back to the region for all it does for Porsche enthusiasts I plan to take the course this year, how about you?

**Novice Corner Worker School**  
Presented by Washington D.C. Region SCCA  
March 24-25, 2012  
Summit Point Motorsports Park  
Contact: Fred Pfeiffer at: [clubrace@pcapotomac.org](mailto:clubrace@pcapotomac.org)

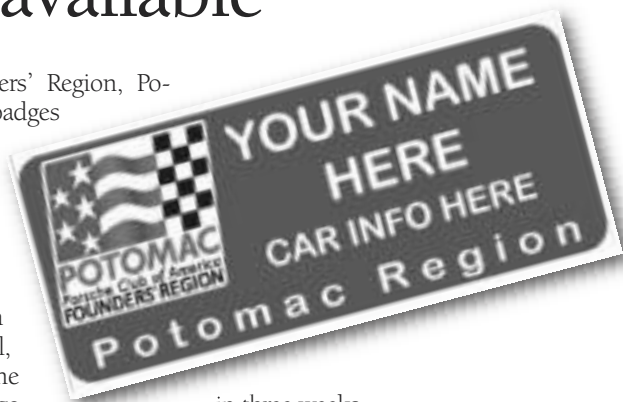
# Potomac name tags now available

The Founders' Region, Potomac PCA badges

are back! The badges measure 3" wide by 1 1/4" high, and include name, board position or car model, along with the the Potomac logo.

The badges are blue with white lettering and have a magnetic clas p. The cost is \$15 each plus \$5 shipping and handling if you want it mailed to you. You can save the shipping and handling fee by picking up your badge at a club event.

We will place an order for badges every three months. Badge orders need to be made in quantities of 30. Delivery would be



in three weeks.

Payment can be made online by using PayPal via the Potomac website at [pcapotomac.org](http://pcapotomac.org) or, also, by check online. Alternatively, you can mail a check with order (make payment to Founders' Region, Potomac) to: Dick Seltzer, 7202 Beechwood Road, Alexandria, Va. 22307. Please indicate first and last names, car information and delivery preference (mail or delivery at a Potomac event).

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# Join The Founders' Region, Potomac

You can help our region grow. Photocopy this page to include the PCA application below. Make a few

copies and keep them in each of your cars. When you see a Porsche owner hand them a flyer and in-

vite them to join, or leave the flyer on the windshield. We are currently the second largest region

in PCA. Help your club to become Number One.

## Member perks

When you become a PCA member, you become a member of the largest independent, single-marque club in the world. It's only fitting that you get a few perks, right? For starters, you will receive subscriptions to *Panorama*, PCA's monthly magazine and to *der Vorgänger*, Potomac region's monthly magazine. You will also have access to these additional benefits:

Discounts from many local and national merchants, including five D.C.-area Porsche dealers, for Porsche related products, parts and services. (This is worth the cost of membership alone.)

Technical publications: *Up-Fixin der Porsche* (11 volumes reprinting all technical articles to appear in *Panorama*).

Tech Committee available to answer your questions.

Valuation committee to help you establish the value of your Porsche for insurance purposes.

Access to specialized insurance for Porsches that are second autos/pleasure only/limited use.

Nationwide PCA Club racing program; modeled on vintage racing rules.

Annual national convention (Porsche Parade gathers in a different location each year. Over 600 Porsches and 1,500 folks.)

Group tours (PCA Treffen®) to Europe and the Porsche factory.

## Membership eligibility

Membership is open to all Porsche owners, co-owners or lessees, who are 18 years of age or older.

### PCA Membership Application

Please type or print neatly. You must own (co-own) or lease a Porsche and be 18 years of age or over to apply for membership.

Prefix  Mr.  Mrs.  Ms.  Miss

Name \_\_\_\_\_

Address 1 \_\_\_\_\_

Address 2 \_\_\_\_\_

City \_\_\_\_\_ State/Province \_\_\_\_\_

Zip Code \_\_\_\_\_ County \_\_\_\_\_

Home Phone \_\_\_\_\_

Work Phone \_\_\_\_\_

Fax \_\_\_\_\_

E-Mail \_\_\_\_\_

#### Region Designation

Region \_\_\_\_\_

**Some regions also require additional membership fees/application fees. These are assessed directly by the regions.**

Regions will be assigned based on where you live, however you can specifically designate to belong to any one of our PCA regions.

#### Regional Endorsement (for region officer use only)

Your local region can accept and endorse the application to send to the national office.

Region Officer Name \_\_\_\_\_

Region \_\_\_\_\_ Date \_\_\_\_\_

#### Membership Demographics

Birthdate \_\_\_\_\_

Occupation \_\_\_\_\_

Marital Status \_\_\_\_\_

Spouse's Name \_\_\_\_\_

Name and Age of Child(ren) \_\_\_\_\_

#### Family or Affiliate Member

You can designate one family or one affiliate member as part of your membership. This person must be 18 years or older.

Family Member Name \_\_\_\_\_

or Affiliate Member Name \_\_\_\_\_

Relationship to Member \_\_\_\_\_

The information collected on this application is used exclusively by the PCA and its regions for conduct of its activities. PCA does not release any individual membership information to any one or any organization outside of PCA and its regions.

#### Car Information - Porsches Only (\*required)

**Car #1:** \*Year \_\_\_\_\_ \*Model \_\_\_\_\_

\*Body Type \_\_\_\_\_ \*Color \_\_\_\_\_

\*VIN# \_\_\_\_\_

License Plate# \_\_\_\_\_ State \_\_\_\_\_

Car Used:  Daily  Pleasure

Maintenance:  Self  Dealer  Independent

Average number of miles driven annually \_\_\_\_\_

**Car #2:** Year \_\_\_\_\_ Model \_\_\_\_\_

Body Type \_\_\_\_\_ Color \_\_\_\_\_

VIN# \_\_\_\_\_

License Plate# \_\_\_\_\_ State \_\_\_\_\_

Car Used:  Daily  Pleasure

Maintenance:  Self  Dealer  Independent

Average number of miles driven annually \_\_\_\_\_

Note: If you have more than two Porsches you can attach additional pages with your car information.

#### Payment Information

Term of Membership:

1 Year (\$42)  2 Years (\$82)  3 years (\$120)

Check Enclosed (payable to: Porsche Club of America)

Visa  Mastercard  American Express

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Expiration Date \_\_\_\_\_

Cardholder Name \_\_\_\_\_

Signature \_\_\_\_\_

For Overseas members: Expedited mail delivery of your Porsche Panorama is available for an additional \$30 per year. Please check box if you wish to use this service and add \$30 to your payment.

#### How did you learn about PCA?

\_\_\_\_\_

\_\_\_\_\_

I would be interested in learning more about PCA's Register Groups:

<input type="checkbox"/> 356	<input type="checkbox"/> 911 Carrera (1974-1975)
<input type="checkbox"/> 912 & 912E	<input type="checkbox"/> 914 & 914/6
<input type="checkbox"/> 928	<input type="checkbox"/> Boxster
<input type="checkbox"/> 968	<input type="checkbox"/> 911T (1969-1973)
<input type="checkbox"/> Jagdwagen (Type 597)	<input type="checkbox"/> 924/931 (1976-1982)
<input type="checkbox"/> Porsche-Diesel Tractor	<input type="checkbox"/> D'Ieteren Roadster
<input type="checkbox"/> 944 TurboS/1989	<input type="checkbox"/> RS America
<input type="checkbox"/> 944 Turbo	<input type="checkbox"/> 911 Speedster
<input type="checkbox"/> 944S2/944S	<input type="checkbox"/> Cayenne

Mail your completed application to: PCA Executive Office, P.O. Box 6400, Columbia, Md. 21045 or apply online at [www.pca.org/welcome](http://www.pca.org/welcome).

# Justin and the GT3

By Cathleen Michele Doyel

Justin and I will no longer be  
He has a new girlfriend, his GT3.  
We once had thoughts of matrimony  
But I have been replaced with She.

She takes his money and his time.  
Under control it would be fine.  
But there's no limit to Her needs,  
She's always hungry, and he always feeds.

When She needs a new pair of "shoes,"  
Baby always gets a new set of Hoos(iers).  
She only wears them ten times a pair,  
While my Choos' lie in desperate need  
of repair.

Her shoes cost him a grand a set,  
But never are Her needs not met.  
When She has a dent or a chip  
It's off to the shop to fix it right quick.

Custom spray job that says "Aspen Wealth"?  
"Do your own nails honey, every cent counts."  
How about her plumbing?  
When Her radiator hose broke 'round the bend?  
"Honey don't schedule your female plumbing  
procedure,  
... on a race weekend."

Oh, and then there's the roll cage  
For my baby's safety,  
When he rides round the track,  
Going way faster than eighty.

I stop and ask "But what about safety,  
... as it relates to me?"  
To keep me from getting pregnant  
When my baby rides me?

An IUD costs about a grand,  
A hefty price tag for even this man.  
"I'm sorry, but baby your 'safety' must wait,  
Baby needs new 'shoes,'  
She's on heat cycle eight."

And then there's the trailer,  
He drove miles to see,  
A place for his "Baby" to rest and to sleep.  
It cost him \$9,000, a steal of a find.

But what about my bed?  
The one I assembled alone and at night.

Oh, and then there's the horse,  
That was bought after the cart.  
Facebook told me it was coming,  
It arrived in the dark.

In case you are wondering,  
The horse is a truck.  
It's job is to tow Her,  
Because God knows Baby can't walk.

The price tag was hefty,  
No less would suffice.  
Because it's for Baby  
Of course, it must be nice.

She requires a chariot  
With leather accents,  
While baby drives a Jetta,  
Full of D.C. parking dents.

Quite frankly I've had enough  
I no longer want this Porsche Club stuff.  
I've had my fill of "driving the line."  
What concerns me is that I don't get mine.

Even on birthdays,  
Do I matter? No.  
Baby comes first,  
So off to VIR we go.

Did I get a present?  
A gift for my time?  
The answer is "yeah, right,"  
But the new trailer is aluminum, light!

There will always be something.  
There will always be more.  
Maybe a Ferrari, perhaps another Porsche.  
One thing is clear though,  
It's very clear to me.  
The priority is Her, it just isn't me.

Please don't be sad,  
For the loss of CMD.  
Just be happy for Justin  
Mr. and Mrs. Justin GT3

## Readers and their cars

Photos by Richard Curtis

Left: Carson Soule of Silver Spring, Md., shovels snow from his trailer on the Sunday of the Oct. 28-30 DE weekend at Summit Point. The snow, thankfully, was just a one-day affair dropping several inches on Saturday. Warm weather on Sunday, however, enabled cars to get back on the track.



Right: John Ashford of Towson, Md., has owned the Minerva Blue '78 911 for two years. He's owned five other Porsches including a '71 911S that he's owned since 1974 and has been a PCA member since 1975. He's currently a member of Chesapeake Region.



Left: Mitch Nydish of North Bethesda, Md., crawls out of his '89 944 that he's owned for seven years. The 944 is a streetable track car and is Nydish's second Porsche, the other one being a 911 C4.





Photograph by Potomac member Michael Madrid at the 2011 Baltimore Grand Prix

